

Appendix A

Project Team Corridor Refinement Route
Selection Workshop Data Tables

**OHK CORRIDOR REFINEMENT WORKSHOP SELECTION CRITERIA
ENVIRONMENTAL**

Category	Description of Criteria	Methodology	Assumptions	Section B		
				Refined Orange	Adjusted Orange	Modified Refined Orange
A - SEPP 14 (areas)	Comparatively, assess the area of SEPP 14 wetlands affected by the option.	Measurement of area directly impacted from GIS data based on indicative footprint.	SEPP 14 boundaries as defined by Department of Planning.	1	1	1
B – SEPP 14 (extent of severance)	Does the option result in severance of a SEPP 14 wetland?	Comparison indicative footprint with mapped SEPP 14 wetlands from GIS data.	Severance is defined as any residual SEPP 14 area remaining on either side of the route corridor.	No	No	No
C - Water Quality	Does the option provide for adequate protection of sensitive aquatic ecosystems and aquaculture operations through the provision of spill control on river crossings?	Count number of watercourses crossed or affected by the option.	All options must comply.	15	12	12
D - Native Flora (Threatened species)	Does the option impact on known key threatened species or, populations?	Comparison of route corridor with mapped from GIS data. Measured as number of potential threatened species within 250 metre route corridor.	Key threatened species, or populations are defined as those listed under the TSC Act or EPBC Act as mapped by DEC (NPWS) and DEH respectively.	10	10	10
E – Native Flora (vegetation)	Comparatively, what is the area of native vegetation to be cleared?	Measurement of area directly impacted from GIS data based on indicative footprint.		57	56	54
F – Native Flora (Communities)	Comparatively, what is to the area of endangered ecological community to be cleared?	Measurement of area directly impacted from GIS data based on indicative footprint.	Assessment includes likely and potential EEC.	13	41	31
G - Native Fauna (known threatened species)	Does the option impact on known key significant threatened species, populations or ecological communities?	Comparison of route corridor with mapped from GIS data. Measured as area (ha) of habitat with high potential within 250 metre route corridor.	Threatened species, populations or ecological communities are defined as those listed under the TSC Act, EPBC Act or FM Act	H – 14 M – 37 L - 19	H – 25 M – 31 L – 14	H – 15 M – 35 L – 17
	Does the option impact on potential habitat of threatened species or populations?	Measured as the number of potential threatened species within 250 metre wide route corridor.	Potential species	39	39	39

**OHK CORRIDOR REFINEMENT WORKSHOP SELECTION CRITERIA
FUNCTIONAL**

Category	Description of Criteria	Methodology	Assumptions	Section B		
				Refined Orange	Adjusted Orange	Modified Refined Orange
A - Transport efficiency (Light vehicles)	Comparatively, is the option shorter or longer than the existing alignment?	Measured as travel time in seconds.	Taken from the Road User Delay - Working Paper, November 2005, revision 3. Uses Average speed for a Class M scenario for projected volumes in 2036.	526	521	514
B - Engineering Risks	Comparatively, is the option likely to contain greater risks.	Length of centreline (km) over topography steeper than >1:5 (20%)	Indicator of the danger to plant of overturning	0	0	0
		Measure the length of existing cuttings >5.0m that will be widened.		0	0	0
	Comparatively, what length of the route is over soft soils	Measured of length (km) of the route over identified soft soil areas	Indicates difficulty of construction	2	2.4	1.9
C - Transport Efficiency (Heavy Vehicles)	Comparatively, assess the actual VOC's for each option for heavy vehicles.	Grade range for each option.	Assumes large grade variation = higher VOC's.	Not assessed as all options have minimal grade.		
D – Re-use of existing assets	Comparatively, does the option maximise the use of the existing road reserve?	Measured as length of alignment centreline within existing road reserve.		3620	1830	3140
		% of option centre line within the existing road reserve		32%	17%	28%
E – Staging opportunities	Can the option be constructed in stages (i.e. does the option require construction to Type M at opening or can it be built as Type A and upgraded in the future)?	The group will be briefed on the advantages and disadvantages of each option and a decision made based on consensus.				
F – Safety during construction	Comparatively, quantitatively assess vehicle road user delay during construction.	Measured as length (%) of existing route that would require speed zones due to adjacent traffic (construction under traffic).	Key factor in road user delay during construction is reduced speed zones due to proximity to works.	38%	24%	32%
	Comparatively, assess the local traffic interface with construction activities	Count the number of intersections of the highway alignment with local roads, driveways, forestry accesses, etc	Indicator of the risk of accident for local traffic	21	16	16
	Comparatively, assess the through traffic interface with construction activities	Count the number of cross overs for the route	Indicator of the risk of accident for through traffic	3	2	4



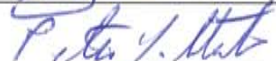
**OHK CORRIDOR REFINEMENT WORKSHOP SELECTION CRITERIA
COMMUNITY**

Category	Description of Criteria	Methodology	Assumptions	Section B		
				Refined Orange	Adjusted Orange	Modified Refined Orange
A – Noise for Private Properties	Comparatively, what is the relative noise impact?	Use weighted noise impact measure. See Preliminary Noise Assessment Report.	Based on assessment documented in the Preliminary Noise Assessment Report. The greater the weighted noise impact number, the greater the impact the route will have on surrounding properties with respect to noise.	99	83	84
B - Community Severance / Consolidation	Comparatively, does the option sever parts of a community(s).	Comparison of route corridor with defined community villages, including consideration of new or existing impact.	Defined communities are: Telegraph Point and Kundabung. For Telegraph Point: <ul style="list-style-type: none"> ▶ TP North = north of Wilson River ▶ TP South = Pembroke Road ▶ TP East = Moorside Drive 	Avoids TP north & south. Passes ~150m east of TP east	Avoids TP north & south. Passes ~350m east of TP east	Avoids TP north & south. Passes ~250m east of TP east
C - Private properties acquired	Comparatively, how many properties subject to acquisition?	Measured as an area (ha)	Privately owned property only, which is defined as non-government owners / property. Excludes commercial agriculture.	62	61	61
		Measured as number of property owners (NOT properties) potentially affected	PO = property owners	PO – 20	PO – 20	PO – 20
D – Structures acquired	Comparatively, how many structures subject to acquisition?	Measured as number of structures / houses potentially affected	H = houses S = structures	H - 3 S – 5	H – 3 S – 3	H – 3 S - 3
E - Visual Amenity	Comparatively, what is the potential visual impact of the option?	Length of option in a high visual constraint area.	As per UDLVA report	627	1100	870
F - Commercial business impacts	Comparatively, what businesses are impacted by the option?	Group will be briefed on potential impacts List commercial businesses directly impacted by each route.	Potential impacts through acquisition or loss of passing trade. Possible benefits from enhancement of village as a rest opportunity or tourism.	Sharky's Skirmish	Nil	Nil
		Consider the commercial businesses with potentially impacted economically by the route.	Includes businesses that will lose highway frontage Includes businesses that will lose access to the highway	Pear tree cottage, Telegraph Point Service Station, Gean Custom Marine, and businesses within Telegraph Point.		
G – Indigenous Heritage	Does the option have an impact on known indigenous heritage?	Comparison of route corridor with mapped data in vicinity from GIS data. Measured as number of sites within 250m route corridor.	Indigenous heritage is defined as: –Lands vested in LALC under the ALR Act 1982; lands owned by an Aboriginal group, sites registered on the DEC AHIMS register, and other known sites of cultural sensitivity that are not listed. General discussion on potential for undiscovered items in undisturbed areas was also considered.	Vested lands: none known	Vested lands: none known	Vested lands: none known
				Owned lands: none known	Owned lands: none known	Owned lands: none known
				AHIMS: none affected	AHIMS: none affected	AHIMS: none affected
				Unlisted sites: None known	Unlisted sites: None known	Unlisted sites: None known
H – Non Indigenous heritage	Does the option have an impact on known non indigenous heritage?	Comparison of route corridor with mapped data in vicinity from GIS data. Measured as number of sites within 250m route corridor.	Non-Indigenous heritage is defined as: – National, State, Regional or Local listings under an environmental planning instrument or statutory register. General discussion on potential for undiscovered items in undisturbed areas was also considered.	Non-Indigenous: nil known	Non-Indigenous: nil known	Non-Indigenous: nil known
I – Loss of productive land	Comparatively, what is the area of productive land lost as a result of the option?	Measured as direct area (hectares) of productive land acquired for the option. – agricultural zoned land under LEP	Productive land is defined as: Agricultural land zoned for rural or horticultural purposes under an LEP.	79	77	77

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				Refined Orange	Adjusted Orange	Modified Refined Orange
			Productive land is defined as: State Forest – estate mapped as Zone 4 by Forests NSW.	6	12	12
			TOTAL	85	89	89
	What is the impact on seed research trees.	Measures as the number of seed research tree groupings that form part of a long term genetic research program that are potentially affected.		Nil	Nil	Nil
J – Loss of public estate	Comparatively, does the option impact a Govt. Estate (e.g. National Park, Nature Reserve, Flora Reserve, State Forest)?	Comparison of route corridor with existing mapped Government estate. Measure area.	Government estate to be included in the assessment area: Kumbatine National Park; Rawdon Creek and Cooperabung nature reserves and Cairncross, Ballengarra, Maria River and Kalateenee State Forests.	20	30	23

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